Gen. Patterson.

The Rev. Mr. Smith Chaplain of Col. Butterfield's regiment in a meeting at Utica, Wednesday evening, made the following statement in regard to Gen Patterson:

Having acted as chaplain of Col. Butterfield's regiment during the three months campaign, he was able to speak under standingly of certain military operations, and particularly of the movements of Gen. Patterson, to whose column the 19th Regiment (Col. Butterfield) was attached. Mr. Smith said that Patterson was directed to do one of three things: either to attack the Rebel General Johnston, at Winchester, or, if he was not strong enough to attack him, to at least keep him in check, and prevent him from joing Beauregard; or, in case Johnson gave him the slip, to follow him to Manassas and attack that position in the rear.

But Gen. Patterson said he did not wish to shed blood; he conducted the war on peace principles. Col. Butterfield was then acting as Brigadier-General, and appealed to Patterson, time after time, to be allowed, with his single Brigade; to attack Johnston in his intrenchments. But Patterson steadily refused. When pickets brought intelligence that Johnson had left Winchester, and was in full march to join Beauregard, Patterson discredited the story, and resisted all entreaties of officers and men to follow. Instead of that, he made a night march of 23 miles in the opposite direction, and thus kept his 30,000 men out of harm's way until the bloody disaster of Bull Run, which he might have arrested, fell like a pall upon the country.

The speaker said there was but one opinion of Gen. Patterson among the soldiers of his division. That was that he was a traitor. He had heard the Rhode Island Regiment call him traitor to his face, and hiss, and groan, and hoot him back to his tent. Mr. S. said that Patterson left his command at midnight, and intimated very strongly that if he had remained much longer he would have been in danger of assassination from his own men.

Another Sub-Atlantic Telegraph.

Some time since, the French Government granted a concession to certain capitalists for establishing a Sub-marine telegraph line between France and America. A company has been formed at Paris, on the Societe Anonyme principle, for carrying this project into operation. The capital will be $3,000,000 in $100 shares. There is great hope, in consequence of the report of practical and scientific men in favor of the complete feasibility of the scheme, that from the care taken to provide against the self-destruction of the sub-marine cable, the contemplated scheme will succeed. The outer covering of the conductor will be on hemp alone, impregnated with a solution rendering it proof against the deteriorating effects of seawater or fissects. It is proposed to carry the line from Brest, the most northwestly port of France, to the Azores, and thence to the American mainland, taking one of the Miquelon Islands en route. These are two islands off the south coast of Newfoundland, forming, with the adjacent isle of St. Pierre, a small colony, belonging to France, with an area of 85 square miles.

THE FRENCH SOLDIERS IN OUR ARMY.—Mr. Willis writes to the Home Journal from Washington:

"The French (to make a remark that has been well considered) soldier well together. They are born to soldier and cook, as Yankees are born to carpenter and bargain; but they (the French) regard each other's society more than other nations do. They like to encamp together, and cook together, and all the rest of it together. And why would it not be well, therefore, to segregate, and collect into one brigade, all the Frenchmen in our service? There are hundreds scattered, at present, through the various divisions of our army, while there is a deficiency of actual numbers in the Fifty-Fifth Regiment, beside a sprinkling of some few inharmonious Irish and Germans. It was suggested, in my hearing, that it would be well worth the while of 'the authorities' to issue some general order which would facilitate this crystallization natural around a nucleus—the combining of all the French, among our scattered volunteers, into one effective body. Think how gallantly the young Princes of France would go into action with such a brigade of their own proper subjects behind them!"

EDUCATION.—The superiority of the Americans arises from their being universally educated. All the world over, Scotchmen generally succeed in life, because they receive a good, plain, practical education, which fits them, with an average modicum of common sense, for almost any emergency into which they may be thrown. Just so with the Americans; they are so fairly educated that no one wonders at finding any of them emerging from obscurity to the highest stations—in the political world, in the church, in the law, in the army and navy, in the medical profession, in commerce, in mechanical and inventive pursuits. In fact, an American can turn his hand to any thing, with a fair average prospect of success. There is now a rule in England that nobody shall enter any department of the public service without having passed through a competitive examination. It is almost incredible, but, nevertheless, undeniably true, that out of 1,072 candidates for civil service appointments in England 1,166 were rejected, principally for bad spelling! Here in Pennsylvania, not one in a hundred would be ineligible on that score.

MUST HELP UNCLE SAM FIRST.—A farmer in Wisconsin had a son who joined the Eighth regiment of that State without his father's consent. Several letters were written by the father to the son while the regiment were in quarters at Camp Randall, for the purpose of persuading him to return. At last he wrote him that he must come; that he had a large amount of threshing to do; that he could not afford to hire help, if it were to be had which was hardly possible, owing to the number of enlistments; and that he must return home and help him, even if he enlisted again afterward. The young man replied:

"Dear Father:—I can't go home at present I should be very glad to help you, but Uncle Sam has a mighty night bigger job of threshing on hand than you have, and I'm bound to see him out of the woods first."

The tree of a good man's life has birds and blossoms and music and perfume among its boughs.—[Prentice.

FLORENCE NIGHTINGALE is still so seriously ill that her recovery is beyond hope.

FATHER LECORDAIRE was at the point of death as the latest news from Paris.

PHOTOGRAPH ALBUMS.

Portraits of distinguished

MEN AND WOMEN.

Just received a large and beautiful assortment of PHOTOGRAPH ALBUMS & CARD PHOTOGRAPHS, R. S. DAVIS, 93 Wood street.

GREEN APPLES—50 bbls. choice Apples just received and for sale by. HENRY H. COLLINS.

FRESH GROUND CORN MEAL.—Just received, a prime article of sifted Corn Meal, put up in 24 pound bags or for sale by the bushel, at the Family Grocery store of JOHN A. RENSHAW, cor. Liberty and Hand streets.

COMMERCIAL.

Weekly Review of the Pittsburgh Markets

(Reported officially for the Pittsburgh Gazette.)

PITTSBURGH, THURSDAY, OCT. 24, 1861.

[NOTE—The quotations given in the following Review, it must be understood, are the wholesale prices, except where otherwise noted; and that in all cases the filling of small orders to the city and country trade, in advance of those to the trade, will be charged over these quotations.]

APPLES—The receipts are somewhat lighter, and prices are a shade firmer, although unchanged. We quote at $1.50 to $1.50, according to quality.

ASHES—In limited demand. Sales Pearls at 5½@5¾c. Ask at 5¾c. Pots range from 5@5½.

ALE—There is but little demand and shipments are limited. The established rates at present are:

	bbls	half bbls.
Scotch	$5	$4.00
X	4	2.50
XX	7	2.50
Porter	5	3.00

BACON—The only new feature to notice in this article is a slight improvement in the demand. Prices remain about as before, shoulders in demand at 5½@5¾c, Sides, 6¼@6½c. Plain Hams 7¾@8c; and sugar Cured, 8½, 9½ and 9c.

BUTTER AND EGGS—Butter is less active and a little lower. Prime Roll is selling at 11@11½c ⅌ lb. Eggs firm with a fair demand at 10c ⅌ doz.

BEANS—In active demand, and prime Navy command $1.25 ⅌ bush.

BUCKWHEAT FLOUR—We note small sales of new crop at $1.75@2 ⅌ cwt.

BROOMS—The following are the rates obtained in the regular way from store: Common $1.25@1.50; Fancy $2.00@2.25; Extra do $2.50@2.75.

BUCKETS AND TUBS—The factory prices (cash, per bunch) at Fallston and New Brighton are for buckets $1.60 @$1.75, and Tubs, $4.75@5.75 ⅌ doz. From store, buckets sell in the retail way at $1.75@2.

CHEESE—The demand for this article is regular, while prices are steady at 6½@7c for W R—the latter figure for prime.

GLASSWARE—In good demand, with sales at $2.25 @2.50 ⅌ bush.

GRAIN—Oats remain steady but unchanged at 22@25c from first hands, and 25c from store. Wheat continues in regular demand at 90c@$1 for Red, and $1@1.05 for White. Corn is in fair inquiry, with sales of prime at 42c from first hands and 45@50c from store. Rye quiet with small sale at 60c ⅌ bush. Barley used with an occasional sale from wagon of prime at 60c ⅌ bush.

GROCERIES—There is no new feature to notice in the Grocery market. The demand is only moderate, while prices are steady and well maintained. Sugar commands 10@11½c in hhds and 10½c in bbls for lasses, 50@52c; Coffee, 16½@17½c, and Rice 5½@6c.

HOPS—sales of Eastern were reported at 17@18.

HIDES—Green salted stead at $3 in a regular demand at 7@7½c. Dry flint firm at 18@18½c.

HAY—has been rather dull, while prices have undergone no change, sales from city scales at prices ranging from $16 to $18 ⅌ ton.

LARD—Prime city lest is held at 9½ in bbls and tcs, and 9½c in kegs. Country is selling at 9@9½c, as to quality.

LIME—unchanged. Sales of Louisville at $1.25 ⅌ bbl. There is no Maryland lime in market.

LEATHER—There is considerable activity in this article, while prices are rather unsettled. Rough country leather is firm at 22@23. Dressed Leather is quoted as follows:

Red Spanish Sole ⅌ lb	$1@24		
Slaughter " "	24@30		
Upper Leather ⅌ doz	$29@40		
Skirtin " "	35@50		
Skirting Leather ⅌ lb	27@30		
Calf Skins	24@37		

LUMBER—There is nothing in the lumber market, and in the absence of sales we omit quotations.

MESS PORK—dull and neglected, with an occasional small sale at $14.50@15 ⅌ bbl.

OILS—The inquiry for Lard Oil is limited, and we quote No 1 dull at 75c, and No 2 at 65c. Refined Coal Oil is selling at from 35 to 40c. Crude Oil is decidedly dull, with a supply in market in excess of the demand, we note as the range of prices, ranging from 7½ to 8½c ⅌ gall.

POTATOES—The demand is light. We note sales of prime Mercers on wharf, at 60c. Mariettas Sweet Potatoes command $1.50@1.75 ⅌ bbl.

POULTRY—The demand for poultry is limited and prices nominal; dressing tender. Chickens command 37½c; Turkeys 8c, and Geese 50c ⅌ pair.

SALT—is less active, nevertheless, while prices are firm at $1.45 ⅌ bbl for No 1, and $1.50@$1.75 for No 1 Extra—delivered.

STRAWS—dull and lower. Rye Straw is quoted at 75@80c ⅌ ⅌.

SEEDS—Still Clover is held at $4.00@4.25; Timothy at $1.50, and Flax has advanced to $1.10 ⅌ bush.

WOOL—The market is nearly cleared of common Wool, and the trade continue in the same condition recorded for some time past—common and medium graded realizing higher figures than fine fleeces. Prices remain firm with an upward tendency, and good qualities of clean washed coarse wool's continued 45 and 48c ⅌ lb. The finer grades, however, are attracting more attention.

TALLOW—dull and lower. Rough may be quoted at 6c, and Rendered at 6c ⅌ lb.

WHITE LEAD—firm and in steady demand at $3.40 ⅌ keg for pure in oil, and dry at 9c ⅌ lb, subject to the usual discount. Red Lead $5.50@5.75 net, and Litharge 6½.

WINDOW GLASS—prices are firm, and we repeat our quotations for the small sizes, city make:—6x9 and 7x9, $4.60; 6x10, $4.85; 6x12 and 7x12, $5.40; 8x10, 8x12 and 10x14, $6.75; 9x15 and 10x15, $8 usual of 50 feet—15 ⅌ cent discount off.

WHISKY—is quiet but firm at 14@15c for Raw, 17 @18c for Rectified, and 75c to $5 for old Rye.

Imports by River.

WHEELING—per Minerva—34 sks wool, James Collins & co; 165 bbls flour, 4 do copper, 8 do castings, Jas A Fetch; 20 bbls apples, R Mc Cullough; 1 pkg tobacco, B Walther; 1500 fire brick, 25 sks oats, T Hackett; 81 sks wheat, J J Mobis; 4 sks wool, Weaver & Graham; 1 crate ware, M M Lynch; 2 bdls leather, Ingersoll & Stewart; 1 bbl butter, J D Thompson; 50 bbls apples, 14 do flour, 10 pkgs produce, owners.

MONONGAHELA—per Lioness—20 tcs hams, 20 do lard 30 bbls lard oil, 25 do whisky, 1460 bbls flour, Clarke & co; 50 pkgs, Spencer & Garrard, 814 sks wheat, R T Kennedy & co; 50 bbls whisky, J M Sellers & co; 93 pkgs lard, J Sellers & co; 9 pkgs leather, Ingersoll & Stewart; 150 bbls flour, Jas Gardner; 500 do do, Jas Collins & co; 1,000 do do, Jas McCully & co.

Imports by Railroad.

PITTSBURGH, FT WAYNE & CHICAGO RAILROAD.—Oct. 24.—3 bbls apples, 1 do cider, Logan & Gregg; 101 lb ft goods, Dan Thomas; 118 bbls flour, Saml Wallace; 80 empty carboys, W & P Woolridge; 101 empty bbls, Brewer, Gill & co; 18 bbls oil, 246 empty bbls, A Lyons & co; 115 do do, Jos McCully & co.

CLEVELAND & PITTSBURGH RAILROAD.—October 23—1462 blooms, Heaney, Neals & co; 4 tcs shoes, Brown & Kirkpatrick; 6 bbls apples, F Vangorder; 112 dozen shovel handles, Sturmyer & Graff; 291 bxs cheese, J S Canfield & co; 4 do do, John Dunn; 5 marble mantels, O P Bissell; 9 bbls apples, J Grazier; 20 do do, W A Kneelan; 50 bxs cheese, Schumacher & Lang; 16 bbls apples, H Gerwig & co.

CINCINNATI—per Sunny Side—1650 bbls flour, 20 tcs stearine, 50 tcs hams, 54 hhds bacon, 436 bgs oil meal, 20 bbls lard oil, 65 bgs wheat, Clarke & co; 17 bbls apple, J N Canfield & co; 50 kitchen, Lupps & Webster; 300 bbls flour, Culp & Shepard; 33 bxts apples; King, Pennock & co; 12 doz brooms, A D John; 40 bbls apples, Thos Foster; 8 bbls lard oil, H A Fahnestock & co; 24 bbls rye flour, D Wallace; 50 empty oil bbls, W McElroy & co; 1,000 bbls flour, J M Liggett & co.

Receipts of Produce, &c.

Amazed will be found a statement of the receipts of flour, grain, etc., by River and Railroad for the 24 hours, ending last evening:

By Railroad.—178 bbls flour, 86 bbls apples, 18 do oil, 160 bxs cheese, 1482 brooms, 117 do.s shovel handles, 651 empty oil bbls, 7 do cider; 60 empty carboys.

By River.—1460 bbls flour, 609 sks wheat, 33 do wool, 178 bbls apples, 55 hhds bacon, 68 bbls whisky, 39 do lard oil, 96 bbls, 98 pkgs lard, 3 bbl butter, 17 do eggs, 40 hides, 22 sks oats, 20 pkgs produce 75 tierces hams, 30 do stearine, 436 bgs oil meal, 24 doz brooms, 24 bbls rye flour, 7 rolls leather.

RIVER NEWS.

The river remains about stationary, with full a foot on the pier in the last accounts. Heavy rains are reported to have fallen at the head waters of the Ohio River, and a slight swell in that stream is looked for. The weather yesterday was clear and cool and pleasant, as it should be.....There was more activity at the wharf than of late, the receipts being moderate as were also the shipments.....the arrivals were the Minerva from Wheeling, and Monongahela with freight from Cincinnati. The latter boat was delayed in the city coming up, owing to the low water. The Cincinnati, Fairmount and Morningstar are to arrive yesterday, and to-day we have the Hastings from Cincinnati, which boat was due last night and will doubtless be found at the wharf this morning. She returns as usual tomorrow evening.....The Hastings, Capt. Robinson, will positively clear for Cincinnati this evening. The Jacob Poe, Capt. Wm. Troup, Jr., is announced to leave this evening.....The St. Louis, Capt. S. K. Rose, will leave for Cincinnati and Louisville on Saturday, and the Keystone, Capt. George W. Roberts, will sail on the Tuesday.....The Red Fox, Capt. Ben. Vasgrift, is loading for Oil City, on the Allegheny river.....Capt. H. K. Bassett, of Allegheny, and for a long time commander of the Anglo Saxon, has been assigned command of the new iron river "Emerald, now almost complete at St. Louis. Capt. B is well qualified for the position, and his numerous friends in this vicinity will be glad to hear of appointment.....The little steamer Cottage arrived from Oil City with 100 bbls of crude oil and several passengers.

Steamboats.

FOR CINCINNATI, LOUISVILLE AND ST. LOUIS.—The fine new steamer E. MINER, Capt. Geo. W. Rose, will leave for the above and all intermediate ports, on TUESDAY, the 29th inst., at 4 o'clock p. m. For freight or passage apply on board or to D. H. LEWIS, Agent.
oc24 J. B. LIVINGSTON & CO., Agents.

FOR CINCINNATI AND LOUISVILLE.—The fine passenger steamer HASTINGS, Capt. Robinson, will leave for the above and all intermediate ports on THIS DAY, 24th inst. For freight or passage apply on board or to D. H. LEWIS, agent.
oc23 J. B. LIVINGSTON & CO., Agents.

FOR CINCINNATI AND LOUISVILLE.—The splendid passenger steamer JACOB POE, Captain Stoo.e, will leave for the above and all intermediate ports on SATURDAY, 26th inst., at 4 o'clock p. m. For freight or passage apply on board, or to JNO. FLACK, Agent.
oc23

FOR CINCINNATI, LOUISVILLE AND ST. LOUIS.—The steamer ST. LOUIS, Capt. S. A. Rose, will leave for the above and all intermediate ports, on SATURDAY. For freight or passage apply on board or to J. B. LIVINGSTON & CO., Agents.
oc23

PITTSBURGH AND GALLIPOLIS PACKET.—The fine new passenger steamer UNCLE SAM, Capt. M. A. Ox, will leave Pittsburgh for Gallipolis EVERY SATURDAY at 4 p. m. Returning, leaves Gallipolis EVERY TUESDAY at 10 a. m. For freight or passage apply on board or to J. B. LIVINGSTON & CO., Agents.
se30

REGULAR WEEKLY ZANESVILLE PACKET.—The new and splendid passenger steamer ALMA BRADLEY, Capt. Ayers, will leave Pittsburgh for Zanesville every TUESDAY, at 4 o'clock, p. m. Returning leaves Zanesville for Pittsburgh every FRIDAY at 10 a. m. For freight or passage apply on board or to J. B. LIVINGSTON & CO., Agents, Pittsburgh. H. S. PIERCE & CO., Agents, Zanesville. se14

REGULAR WEEKLY PACKET FOR GALLIPOLIS AND POINT PLEASANT.—The new steamer NORTHERN MAIL, Capt. John Wolf, will leave for the above and all intermediate landings EVERY SATURDAY at 10 o'clock, a. m.—For freight or passage apply on board or to J. B. LIVINGSTON & CO., Agents
se30

REGULAR WHEELING PACKET.—The fine steamer MINERVA, Captain John Gordon, leaves for Wheeling and intermediate ports every TUESDAY, THURSDAY and SATURDAY, at 11 o'clock, A. M., making close connections with the regular packets for Parkersburg and Cincinnati. Returning, leaves Wheeling every MONDAY, WEDNESDAY and FRIDAY, at 3 o'clock a. m. Passengers receipted through to Cincinnati. For freight or passage apply on board or to JAMES COLLINS & CO.
oc22 d&f No. 114 Water street.

JACKSON & TOWNSEND,

PORK PACKERS

AND

DEALERS IN PROVISIONS,

No. 12 Fourth street,

Have on hand a fine assortment of Bacon, Lard and Pork, most of which is of their own cure.

SUGAR CURED HAMS, of Cincinnati and other cures.

PLAIN HAMS, with and without canvas.

SHOULDERS

SIDES, Smoked and in dry salt.

MESS PORK, Heavy.

LEAF LARD, in bbls, firkins and pails. Put up expressly for families, and all of superior delicacy.

ORNAGE, suitable for rolling mill purposes. sn8

THE CO-PARTNERSHIP OF JONES & LAUGHLIN expired by limitation on the 1st day of August, 1861. The business of said firm will be settled by the new firm of Jones & Laughlins.

LIMITED PARTNERSHIP.—The undersigned, residing in the City of Pittsburgh, have formed a limited partnership under the firm of JONES & LAUGHLINS, in the business of manufacturing and dealing in iron, (in succession to the firm of Jones & Laughlin,) in which firm the general partners are Benjamin F. Jones, Benjamin M. Jones, James Jones, Henry A. Laughlin, and Irwin B. Laughlin, and the special partner is James Laughlin, who has contributed seventy thousand four hundred dollars to the common stock of said partnership, which is to commence on the 1st day of August, 1861, and to terminate on the 1st day of August, 1866.

B. F. JONES,
T. M. JONES,
G. W. JONES,
HENRY A. LAUGHLIN,
IRWIN B. LAUGHLIN,
JAMES LAUGHLIN.

September 16, 1861. sa17.2m

VALUABLE IMPROVEMENT

In Steam and Atmospheric Hammers.

LETTERS PATENT were granted on Sept. 4th, 1860, to Thomas Beach, for a very simple and efficient improvement in Steam and Atmospheric Hammers, whereby the full stroke of the hammer is obtained, no matter what be the thickness of the mass of iron to be hammered—thereby effecting a great increase of power where large masses of metal are to be operated upon, and a corresponding saving of expense.

The undersigned are owners of said patent, and are desirous of selling rights to use said improvement, as well as territory under said patent. A model of said improvement may be left at the office of Messrs Bakewell & Cushing, Attorneys at Law, corner of Grant and Diamond streets, where parties interested may call and see it, and learn also the terms of license sale, &c.

THOMAS BEACH,
Freeport, Armstrong co., Pa.
oct22:d1f

Hotels.

ST. LOUIS HOTEL,

CHESTNUT ST., ABOVE THIRD,

PHILADELPHIA,

In the immediate neighborhood of the Jobbing Houses on Market, Third and Chestnut streets, the banks, Post Office, Merchants' Exchange, &c. &c.

Board per Day, $1 50.

Accommodation, when required on the EUROPEAN PLAN. *Rooms from 50 cents and upwards, per day, and Meals at all hours.* THE BAGGAGE WAGON *to and from the* HOTEL. *Prices according to the Bills of Fare.*

The City Cars take Passengers from any Station TO or CLOSE TO the Hotel.

☞ English, French, German and Spanish spoken. 1y17-6m

FRENCH'S HOTEL

ON THE EUROPEAN PLAN.

CITY OF NEW YORK.

Single Rooms, Fifty Cents Per Day.

City Hall Square, corner Frankfort st. (Opposite City Hall.)

Meals, as they may be ordered, in the spacious Restaurant. There is a Barber's Shop and Bath Rooms attached to the Hotel.

N. B.—Beware of Runners and Hackmen, who say we are full.
oct22:1y6 B. FRENCH, Proprietor.

Stoves, Range, Grates, &c.

JAS. A. YOUNG. J. P. YOUNG.

YOUNG BROTHERS,

Duquesne Foundry,

Liberty st., near Outer Depot Pa. R. R. PITTSBURGH, PA.

Manufacture MACHINE, HOT BLAST and ROLLING MILL FURNACE CASTINGS, of every description.

OIL PIPE, BOILER CASTINGS, FIRE FRONTS, GRATE BARS, WAGON BOXES, SAD AND HOG IRONS, GRATES AND GRATE FRONTS, STOP COCK BOXES, &c. always on hand and for sale low.

Orders left with W. W. YOUNG, corner of Wood street and Diamond alley, will receive prompt attention. mh28

ETNA STOVE WORKS.

A. BRADLEY

Manufacturer of every variety of

COOK, PARLOR AND HEATING

STOVES,

GRATE FRONTS, FENDERS

&c. &c. &c.

Sole Proprietor of the celebrated

PATENT GAS BURNING AND SMOKE CONSUMING ARRANGEMENTS.

Office and Sales Room,

No. 4 Wood Street,

jaly PITTSBURGH, PA.

ALLEN, McCORMICK & CO.,

VALLEY FOUNDRY,

PITTSBURGH, PA.

Warehouse, No. 52 St. Clair st.

MANUFACTURERS OF COOK, PARLOR and HEATING STOVES, Parlor and Kitchen Grates, Hollow Ware, cast Steel and Glass Moulds, Rolling Mill Castings, Mill Gearing, Gas, Water and Artisan Pipe, Sad Irons, Dog Irons, Wagon Boxes, Sugar Kettles, Pulleys, Hangers, Car Wheels, Couplings, and Castings generally. Also, Jobbing and Machine Castings made to order. Patented Portable Mills, with Steam or Horse Power. nol2:2md

New-York Advertisements.

BININGER'S

OLD LONDON DOCK GIN,

Gin as a Remedial Agent.

THIS DELICIOUS TONIC STIMULANT,

ESPECIALLY designed for the use of the *Medical Profession and the Family*, having superseded the so-called "Gins," "Aromatic," "Cordial," "Medicated," "Schnapps," etc., is now endorsed by all of the prominent physicians, chemists and connoisseurs, as possessing all of those *intrinsic* medical qualities (tonic and diuretic) which belong to an old and pure Gin. Put up in quart bottles and sold by all druggists, grocers, etc.

Dr. GEO. H. ENYEDI, 140 Wood st., Agent.
A. M. BININGER & CO.,
(Established in 1778.) Sole Proprietors,
oc20:1y No. 19 Broad street, N. Y.

Petroleum & Carbon Oils.

PETRONA OIL WORKS.

LONG, MILLER & CO.

Works at Freeport, Armstrong County, Pa.

Office and Warehouse 23 MARKET STREET, PITTSBURGH.

Manufacturers of ILLUMINATING AND LUBRICATING CARBON OILS AND BENZOLE.

☞ No. 1 REFINED OIL, WARRANTED NON-EXPLOSIVE, always on hand. oct18:1yd

CORNPLANTER OIL COMPANY.

R. H. DAVIS, President.
JOHN IRWIN, jr., Secretary and Treasurer.
DIRECTORS—R. H. Davis, T. H. Nevin, J. L. Carnaghan, A. Cameron, John Irwin, jr.

PETROLEUM

Of light gravity, from the wells of the company, on the Creek, in Venango county, constantly on hand and for sale.

Office at T. H. Nevin & Co's.
my4:1y No. 26 Wood st., Pittsburgh.

EAGLE OIL WORKS.

WIGHTMAN & ANDERSON,

REFINERS AND DEALERS IN

PURE CARBON OIL,

(Quality Guaranteed,) PITTSBURGH, PA.

☞ Our Grease and Benzole constantly on hand. Orders received for the present at CHESS, SMYTH & CO'S, Water and First streets. se2:6m

Lubricating Oil,

AT THE LOW PRICE OF 25 CENTS per GALLON, constantly on hand and for sale by R. O. & J. H. SAWYER.

As to the quality, we refer to annexed certificate:

PITTSBURGH, Nov. 27, 1860.

MESSRS. R. O. & J. H. SAWYER Gents—The Lubricating oil we are getting from you we find to be the best for our purposes we have ever used.

THE L. & M. R. R. R. CO.,
By WM. KEYS, Prest'.

FRUIT TREES,

INDUCEMENT TO PURCHASERS.

A very large stock of choice Trees of selected varieties to choose from, with every possible care taken to have every variety true to name

Of Apple stocks we have 175,000—50,000 of which are three year olds, 10 000 four year old Pear, 10,000 two to three year old Peach, Plum, &c., a fine stock.

REFERENCE—The trees in the nursery. Call and see them.

EVERGREENS from 1 to 8 feet, by the hundred, also, SHADE TREES AND SHRUBBERY wholesale and retail.

Address Pittsburgh and Oakland Nurseries, Pittsburgh, Pa. se19:4awT JOHN MURDOCH, Jr.

REMOVAL.—THE PEKIN TEA STORE has been removed from No. 88 Fifth street to

NO. 50 ST CLAIR ST.,

Four Doors from Liberty st.

oct21:d

CONSIGNMENTS—

150 bbls. choice selected Green Apples,
100 doz. assorted Fancy Brooms,
100 boxes Western Reserve Cheese,
18 do Woods' Pearl Starch,
16 sacks Timothy Seed,
10 bbls. heavy, clear Mess Pork,
100 cases fresh Pa. eggs, for family use,
6 sacks Clean Feathers,
5 kegs fresh No. 1 Lard, for family use,

Just received and for sale by

FRANK VAN GORDER,
oct11 114 Second street.

500 BBLS. PRIME N. O. MOLASSES.

126 hhds. fair good, fair and prime Sugar,
100 boxes 8s and 10s Lynchburg, Va., Tobacco,
100 bbls. Refined Sugar,
450 bags Rio Coffee,
50 bbls. Pennsylvania Syrup,

for sale by SHRIVER & DILWORTH,
oc2 132 Second street.

SUNDRIES—

75 bbls. choice Green Apples,
16 do Sweet Cider,
10 kegs prime Leaf Lard,
4 bbls. fresh Eggs,
5 do packed butter,

for sale by OULP & SHEPARD,
oct11 943 Liberty street.

BROOM CORN BRUSH—3 tons of a superior article of Ohio Brush for sale by

oc7 HENRY H. COLLINS.

OIL REFINERS—5 casks cheap Paint for oil barrels, making them perfectly tight. For sale by [sel4] HENRY H. COLLINS.

FRESH LOBSTERS AND SALMON, put up in one and two pound cans, hermetically sealed, and warranted fresh, just received from Boston and for sale by JNO. A. RENSHAW,
oct1 cor Liberty and Hand streets.

KENTUCKY FLOUR.—450 barrels choice White Wheat Family Flour, in store and arriving per Pennsylvania Railroad, for sale by

MCDONALD & ARBUCKLE,
se6 No. 253 Liberty street, near head of Wood

JUST RECEIVED AND FOR SALE,

4 bbls. Sweet Cider,
21 extra Cream Cheese.

se24 L. H. VOIGT & CO

MOLASSES.—350 bbls prime New Orleans Molasses in store and for sale by

LITTLE & TRIMBLE,
se14 112 Second street

SWEET POTATOES—60 bbls. Mariretta Sweet Potatoes just received and for sale by

JAS. A. FETZER,
oc8 Corner Market and First streets.

PAINTING AND GLAZING in all its branches done at short notice. by

oc10 J. & H. PHILLIPS.

CORROSIVE SUBLIMATE—100 lbs. for sale by

B. A. FAHNESTOCK & CO.
oc8

APPLES! APPLES!—72 bbls. choice Green Apples received and for sale by

HENRY H. COLLINS.
oc10

CRANBERRIES—10 bbls. nice Berries to arrive and for sale by

J. H. CANFIELD & CO.
oc11

GREEN APPLES—50 bbls. this day arrived and for sale by

HENRY H. COLLINS.
oc2

WINDOW SHADES of all description; also, Buff Holland, all widths, at war prices, by

J. & H. PHILLIPS.
oc10 Nos. 26 and 28 St. Clair street.

INDIGO—ASSORTED QUALITIES—1000 lbs. for sale by

B. A. FAHNESTOCK & CO.,
oc8 corner of First and Wood streets.

APPLES—72 bbls. Green Apples to arrive and for sale by

HENRY H. COLLINS.
oc7

BEANS—30 bags White Beans for sale by

HENRY H. COLLINS.
oc3

PROPOSALS.

PROPOSALS FOR ARMY BAGGAGE WAGONS.

QUARTERMASTER GENERAL'S OFFICE, Washington, June 21, 1861.

Proposals are invited for the furnishing of Army Baggage Wagons.

Proposals should state the prices at which they can be furnished at the place of manufacture or at New York, Philadelphia, Baltimore, Washington, or Cincinnati, as preferred by the bidders.

The number which can be made by any bidder within one month after receipt of the order, also the number which he can deliver within one week.

The Wagons must exactly conform to the following specifications, and to the established pattern

Six mule (covered) wagon, of the size and description as follows, to wit:

The front wheels to be three feet ten inch high, tube ten inches in diameter, and sections and a quarter inches long, hind wheels four feet ten inches high, tube ten and a quarter inches in diameter, and sections and a quarter inches long; felloes two and a half inches wide and two and three quarter inches deep; cast iron pipe boxes twelve inches long, two and a half inches at the large end and one and seven eighths inch at small end; tire two and a half inches wide by five eighths of an inch thick, fast-ened with one screw bolt and nut in each felloe, hubs made of gum, the spokes and felloes of the best white oak, free from defects, each wheel to have a sand band and linchpin band two and three quarter inches wide, of No. 8 band iron, and two driving bands—outside band one and a quarter inch by one-quarter inch thick, inside band one inch by three-sixteenths in thickness; the hind wheels to be made and tenoned so that they will measure from the inside of the tire to the large end of the box six and a half inches, and front wheels six, and one eighth inches wide; the axletrees to be made of the best quality refined American iron, two and a half inches square at the front end, with a plate of iron two and a half inches wide by three eighths of an inch thick, fastened on top of the bounds over the back end of the tongue with one half-inch screw bolt in each end, and a plate of iron of the same size turned up at each end one and a half inches to clamp the front bounds together, and fastened on the under side, and at front end of bounds, with half inch screw bolt through each bound, a seven eighth inch bolt through tongue and bounds in the centre of jaws, to secure the tongue in the bounds; a plate of iron three inches wide, one-quarter inch thick, and one foot eight inches long, secured on the inside of jaws of bounds with two rivets, and a plate of the same dimensions at each side of the tongue, where the tongue and bounds run together, secured in the manner, a brace of seven-eighths of an inch round iron to extend from under the front axletree, and take two bolts in front part of the bounds, bind iron three quarters of an inch round to continue to the back part of the bounds, and to be fastened with two bolts, one near the back end of the bounds, and one through the slider and bounds; a brace over front bolster one and a half inch wide, one-quarter of an inch thick, with a bolt in each end to fasten it to the bounds; the opening between the jaws of the bounds, to receive the tongue, and four and three-quarter inches in front, and four and a half inches at the back part of the jaws.

The bind bounds four feet two inches long, two and three-quarter inches thick, and three inches wide, with iron six feet long where they clamp the coupling poles; the bolster four feet five inches long, and five inches wide, by three inches deep, with steady iron two and a half inches wide, by one-half inch thick, turned up two and a half inches and fastened on each end with three rivets; the bolster stocks and bounds to be secured with four half inch screw bolts, and one half inch screw bolt through the coupling pole. The coupling pole nine feet eight inches long, three inches deep, and four and a half inches wide at front end; distance from the centre of king bolt hole to the centre of the back axletree six feet one inch, and from the centre of king-bolt hole to the centre of the mortice in the bind end of the pole eight feet nine inches; king bolt one and a quarter inches diameter, of best refined iron, drawn down to seven-eighths of an inch where it passes through the iron axletree iron plate six inches long, three inches wide, and one eighth of an inch thick on the coupletree and tongue where they rub together, iron plate one and a half by one quarter of an inch on the sliding bar, fastened at each end by a screw bolt through the bounds; front solder to have plates screwed on below eight inches long, three and a half inches wide, and three eighths of an inch thick, corners drawn out and turned down to the size of the coupletree—outer, with a nail in each corner, and tongue coupletree nails on the top; two cands on the hind bounds, two and two and a half inches wide, of No. 10 band iron; the rub plate on the end of the tongue pole to be eight inches long, one and three-quarters inches wide, and one quarter of an inch thick. Doubletree three feet ten inches long, singletree two feet eight inches long, all well made of hickory, with an iron clip and clip at each end, the centre clip to be well secured; lead bar and stretcher to be three feet two inches long, two and a quarter inches wide, and one and a quarter inch thick. Lead bar, stretchers, and singletrees for six-mule team; the two singletrees for the lead mules to have hooks in the middle to hook to the end of the fifth chain, the wheel and middle pairs with open rings to attach them to the doubletree and lead bar.

The fifth chain to be ten feet long to the forks; the forks one foot two inches long, with the axletree attached to spread the forks apart; the links of the doubletree, tongue and tongue chains, three eighths of an inch in diameter; the forked chain, seven eighths inch in diameter; the fifth chain to be seven sixteenth inch diameter to the forks; the fork to be five-sixteenth inch diameter, the links of these and of the lock chains to be not more than two and a quarter inches long.

The body to be straight, three feet 6 inches wide, two feet deep, ten feet long at the bottom, and ten feet six inches at the top, sloping equally at each end, all in the clear or inside; the best pieces to be two and a half inches wide, and three inches deep; front pieces two inches deep by two and a half inches wide; tail piece two and a half inches wide and three inches deep; and four inches deep in the middle to rest on the coupling pole; top rail one and a half inch thick by one and seven eighth inch wide; lower rails one inch thick by one and seven-eighth inch wide; three sands and one rail in floor, with a seat on strap hinges to close it up as high as the sides; a top three feet four inches long, the bottom five inches wide front side, nine and a half inches deep, and eight and a half inches at the top in parallel lines to the body all in the clear, to be substantially fastened to the front end of the body, to have an iron strap passing round each end, secured to the head piece and front rail by a rivet in each end of it passing through them, the iron to be fastened to the front rail with two good strap hinges, a strap of five-eighth iron round the box a half inch from the top edge, and two straps same size on the lid near the front edge, to prevent the rubber from cutting the boxes; to have a joint hasp fastened to the middle of the lid, with a good wooden clasp on the inside, a strap of iron on the centre of the box with a staple pass ng through it, to fasten the lid to; eight studs and two rails on each side; one bolster fastened to the body, six inches deep and four inches wide at king bolt hole, iron rod in front and centre, of eleven-sixteenths of an inch round iron, with a head on the top of rail and bent out on lower end; iron rod and brace behind, with shoulders on top of rail piece, and nuts on the under side, and a nut on top of rail; a plate two and a half inches wide, of No. 10 band iron on tail piece, across the body; two necklaces in tail piece, and hind bar two and a quarter inches wide and one inch thick, to receive pieces three feet four inches long, to be used as harness bearers; four rivets through each side stud, and two rivet through each front stud, to secure the lining boards, to be of the best quality iron, and riveted on a good bar; one rivet through each end of the railing floor five-eighths of an inch oak boards; sides five-eighths of an inch white pine, tail board three quarters of an inch thick, of white pine, to be well cleated with five oak cleats rive